

Application Number	Date of Appln	Committee Date	Ward
135419/FO/2022	29 Nov 2022	1 June 2023	Deansgate Ward

Proposal Demolition of the existing hotel building and structures and redevelopment of the site to comprise two separate buildings: one 13 storey office building with commercial unit (Use Class E) at ground floor; a part 11, part 38 storey building comprising 1,014 purpose built student accommodation units (sui generis) with ground floor office/community uses (Use Class E, F1 or F2); and associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works.

Location One Medlock Street, Manchester, M15 5FJ

Applicant Mr Tristham Taylor, Premier Inn Hotels Ltd & Dominvs Project Company 20 Ltd

Agent Mr Ollie Thomas, Turley

EXECUTIVE SUMMARY

The proposal is for two buildings following demolition of the existing building: a 13 storey office building (36,494 m² (GIA)); and' a part 11, part 38 storey PBSA building (1,014 beds).

There have been 11 representations.

Key Issues

Principle of use and contribution to regeneration: The development is in accordance with national and local planning policies, including the updated First Street Development Framework (FSDF). The scheme would bring significant economic benefits in terms of investment and job creation and would provide much needed student housing in a highly sustainable location.

Economic Benefits: Construction investment expected to deliver around 475 construction full time equivalent (FTE) jobs and a further 150 indirect and induced FTEs, creating around £198m GVA during construction. Once operational the development is expected to accommodate 2,210 FTE jobs plus 680 indirect and induced FTEs, generating an annual total GVA contribution of £198m. The development would contribute business rates worth around £1.6m.

Height, Scale, Massing and Design: The heights, scale and massing would continue the scale of development from First Street and Great Jackson Street. The design be high quality and make a positive contribution to the street scene at this gateway route.

Residential Amenity: The development would have an impact on the amenities of existing residents in terms of loss daylight, sunlight and privacy. However, the impacts are considered to be acceptable in a City Centre context and not so harmful as to warrant refusal of the application.

Wind: A desktop wind study concludes that, with mitigation measures, wind conditions within and around the site following the development would be largely suitable for pedestrians and the intended uses, and the safety criteria would be met.

Climate change & Sustainability: This would be a low carbon building in a highly sustainable location and it would include measures to mitigate against climate change. The proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework, the Climate Change and Low Emissions Plan and the Green and Blue Infrastructure Strategy.

A full report is attached below for Members' consideration.

Description

This 0.94 ha site is bounded by River Street, the Mancunian Way and Medlock Street and a strip of highway land on the opposite side of Medlock Street. It is occupied by the five storey Premier Inn and a surface car park. There is a 7 storey apartment building, City South, to the north and a two to four storey 1990s office building and car park. There are other residential buildings to the north on City Road East. A part 32, part 10 and part 5 storey PBSA building bounds the site to the west.

The site is in the Central area of the First street Development Framework (SRF), most of which lies to the east of Medlock Street and been transformed into a mixed-use location with large scale office, cultural and leisure developments, as well as high quality public realm.

The site is to the south east of the Great Jackson Street SRF, where major regeneration has created a high density mixed use area. This includes 4 towers ranging from 38 to 65 storeys and extensive public realm at Deansgate Square, Crown Street Phase 1 and the Blade and Three60 towers, school and public park of Crown Street Phase 2,

The Proposal

The proposal would involve the clearance of the site and the erection of a 13 storey office building (Block A) with commercial unit (Use Class E) at ground floor and a part 11, part 38 storey PBSA building with 1,014 bed spaces (Block B) with ground floor office/community uses (Use Class E, F1 or F2). It comprises the following:

Block A (Offices)

- 26,242 m² (NIA)/ 36,494 m² (GIA) office building;
- Commercial unit at ground floor (Use Class E);
- External terraces;

- Double height reception spaces and shared work spaces at ground floor;
- Plant, cycle store (284 cycle spaces) and changing facilities within the basement.

Block B (PBSA)

- 272 x studios;
- 68 x 2 bedroom apartments (Twodios);
- 102 x 3 bedroom apartments (Threedios);
- 572 x 6 & 7 bedroom clusters;
- Amenity space at ground, first and 11th floor;
- Shared flexible community space at ground floor (Use Classes E/F1/F2);
- External terrace space at levels 11 and 37;
- 434 secure cycle spaces at ground floor and mezzanine level.

Servicing and back-of-house would take place from a covered shared space between the buildings. Each would have recycling and refuse stores at the ground floor. Access to the service area would be restricted to authorised staff members. On collection day the refuse vehicle would access the shared central service area and exit from the secured gates to the north. The PBSA building contains a refuse chute to each residential level which would be monitored by CCTV and alarmed to alert of an opening greater than one minute. A tri-separating refuse chute would connect to a separating hopper in the refuse store.

The office refuse store would provide:

- 8 No. 1100L Eurobins for general refuse;
- 12 No. 1100L Eurobins for paper/card;
- 4 No. 1100L Eurobins for plastic/metal/glass;
- 6 No. 240L bins for organic waste;

The commercial unit in Block A would have:

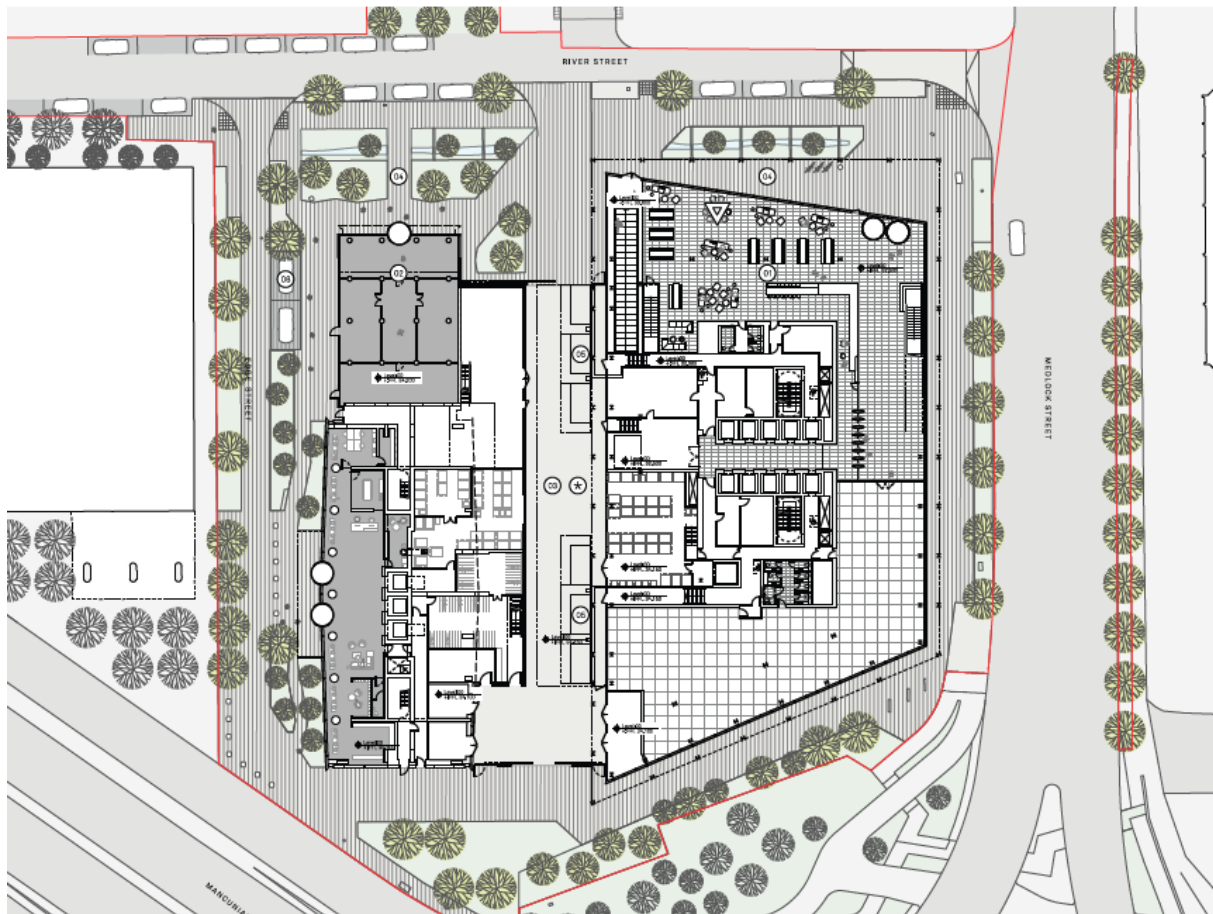
- 1 No. 1100L Eurobins for general refuse;
- 2 No. 1100L Eurobins for paper/card;
- 2 No. 1100L Eurobins for plastic/metal/glass;
- 4 No. 240L bins for organic waste;

The PBSA refuse store would provide space for:

- 13 No. 1100L Eurobins for general refuse including organic;
- 6 No. 1100L Eurobins for paper/card;
- 6 No. 1100L Eurobins for plastic/metal/glass;

The community space within Block B would have:

- 2 No. 1100L Eurobins for general refuse;
- 1 No. 1100L Eurobins for paper/card;
- 1 No. 1100L Eurobins for plastic/metal/glass;



1. Block A
2. Block B
3. Service area
4. Proposed landscaping
5. Internal parking bays and electrical charging points
6. External parking bays and electrical charging points
- * Service area

Block A would follow the line of Medlock Street, with the south east elevation angled to follow the line of the Mancunian Way roundabout. The double height ground floor to River Street would be set back at an angle to create public realm, with the overhanging upper floors following the line of River Street. The main entrance would be off River Street close to the corner of Medlock Street. The ground floor would contain the reception/foyer, with a commercial unit at the southern end, bin stores and lift access to the offices on the upper floors.

Block A would have an externally expressed Corten steel structural grid with corner columns providing a 'picture frame' to the building. This grid would be vertically proportioned with two floors contained within each 6m high opening. The south facade would have horizontal louvres to reduce solar gain and increase the building's energy efficiency.



Block B would be parallel to Block A and linked by a single storey service area containing six parking bays with EV charging points. It would be 11 storeys fronting River Street, with a ground floor unit for community uses and student accommodation above. The building would be set back to create a landscaped area. To the rear would be the 38 storey tower. The main entrance would be on the west elevation off a new access road between Block B and the Downing Student tower. The reception/foyer would be on the ground floor with cycle parking and bin stores. Two more parking spaces would be located on Edge Street.

Block B would be clad in a capless unitised curtain walling system made up of glazed and metal panels. Perforations in the metal panels and fritting to the glazing would form a chequerboard effect over the façade. The long elevation would have vertically proportioned windows and perforated panels, with the short north and south elevations having a different rhythm created by larger windows. The rhythm of the tower's facade would change at the ground and 11th floors, where a fully glazed curtain wall system on a larger module would be used. At the 11th floor, this would tie the tower through to the rooftop amenity space of the 10 storey element. The north elevation of the 10 storey element of Block B, facing onto River Street, would be made from precast concrete panels and would include a piece of public art which would be designed in close collaboration with an artist. Blocks A and B would be joined at ground floor by a metal perforated screen, concealing the service yard.



Consultations

Publicity

The proposal has been advertised in the local press, site notices have been displayed and occupiers of neighbouring properties have been notified. 11 representations have been received with the following comments:

Noise & Disturbance – 1,014 students would increase the levels of noise and disturbance that comes from the Downing student tower, with students returning late at night along Shortcroft Street and River Street. The external terraces would cause noise and anti-social behaviour, such as letting off fireworks.

Construction works – Already had years of noise and disturbance which would be exacerbated by this proposal. Manchester is quickly becoming one of the ugliest cities in the UK due to the massive construction works.

Crime & Disorder – The increased student density would create a honeypot effect, increasing thefts, car crime, drug dealing which increased when the Downing student tower opened.

Over-Development – Area will become too densely populated with no consideration for neighbourhood facilities (including parks/green areas and medical facilities), residential amenity or health impacts.

Too Large – Out of scale with adjacent buildings.

Longevity of Design/Buildings – Will the buildings age well? How easy will it be to convert them to other uses if their planned use is no longer sustainable financially/socially?

Inadequate Private & Public Realm

Daylight/Sunlight – Will block daylight and sunlight to homes in City South (which have had 22 years of unrestricted light), resulting in increased energy costs.

Masterplans – The First Street and Great Jackson Street masterplans do not take account of the cumulative impact on existing residents.

Loss of privacy - The offices and student accommodation would have direct full views into private living rooms and bedrooms in City South at all times of day and night. External terraces would cause overlooking.

Highways – There have already been issues with student movements at the start and end of terms from the Downing student tower, with drop-offs blocking access.

Delivery drivers / taxis ignore the one-way system on River St and create a hazard for motorists and pedestrians, this will become worse as the number of student residents increases.

The plans for the pavements/highways around the development don't appear to have any provision for continuing the existing cycle lanes, this should be amended.

The proposal should address the following:

- i. The cycle/pedestrian segregation used on the roundabout should continue along the A5103 and any signage obstructions should be removed.
- ii. As traffic using River Street would increase, a better designed crossing of River Street for pedestrians and cyclists should be provided, giving them priority over any cars turning into River Street.
- iii. As cyclists continue into the City Centre after crossing River Street they have to re-join the carriageway where it narrows, which is dangerous. The development should provide a safer solution.

The swept path analysis shows that a refuse vehicle cannot manoeuvre around the site safely.

Decrease in Property Values – The area would be considered an undesirable high-density student area, reducing property values.

Obtrusive Artwork – The gable end artwork would be visible all day and night through illumination from flats in City South.

Lack of Affordable Housing – The Council should be prioritising the development of affordable housing over students at this time.

Infrastructure – There is a lack of facilities/shops for local residents. Is there capacity to cope with this level of development in terms of drinking water supplies and the sewage system?

Energy Efficiency – Will the buildings be heated in the most energy efficient way?

Lack of Revenue for the City - The City Centre does not need more student accommodation where most of the rental revenue will not come back into the Manchester economy.

The Design Statement incorrectly refers to City South being an 8-storey construction.

Consultations

Highway Services - request: pedestrian and cycle enhancements along Medlock Street; a contribution towards the pedestrian crossing on Medlock Street; clarification of how the proposed shared footway/cycleway and trees would safely integrate with the existing highway; clarification of the management of internal vehicular routes; S278 for off-site highway works; a Stage 2 independent road safety audit, a Travel Plan, on-site car club provision; Electric Vehicle Charging points(EVCs), clarification of reconfiguration of pay-and-display parking bays; justification for the level of visitor cycle parking; demarcation of servicing bay and swept path assessment; detailed pick-up/drop-off strategy; and a Construction Management Plan. Street trees in planters would not be accepted and there is concern regarding potential feature street lighting and relocation of lighting mast.

Environmental Health - Recommends conditions regarding contaminated land, fumes, construction management plan (CMP), commercial hours of use, servicing hours, lighting, acoustics, waste, wheel wash and air quality.

Greater Manchester Police - Recommends a Secured by Design condition.

MCC Flood Risk Management - Recommend clarification of phasing and conditions requiring Sustainable Urban Drainage Systems (SuDS).

Historic England (North West) - Suggests the local planning authority seeks the views of its specialist conservation and archaeological advisers as relevant.

Environment Agency - No objection.

Transport For Greater Manchester - Trip generation is acceptable. Suggest mitigation measures including a pedestrian crossing on Medlock Street, re-marking of cycle lanes to meet current standards or the creation of segregated cycle lanes by reducing the Medlock Street to one lane traffic each way, the upgrade of an existing bus stop and measures to promote active travel. Questions whether River Street

needs to remain open to general traffic. Recommends a review of traffic regulation orders, a traffic management plan and a travel plan.

United Utilities Water PLC - Requests further information and conditions regarding drainage.

Health & Safety Executive (Fire Safety) - HSE is satisfied with the fire safety design to the extent that it affects land use planning.

Manchester Airport Safeguarding Officer - The developer should liaise with NATS to resolve radar interference issues.

Greater Manchester Archaeological Advisory Service - The site has archaeological interest relating to early 19th century workers' housing and a public house. GMAAS therefore recommend a condition requiring a programme of archaeological works.

National Air Traffic Safety (NATS) - The proposal is expected to have a technical impact on the Manchester M10 Radar at Manchester Airport, which should be mitigated through the imposition of standard aviation conditions.

Natural England - No objection.

University Of Manchester (UoM) - The UoM recognises the opportunity that this scheme presents, particularly regarding the following considerations:

- o The inherent design and layout of the building that offers students a good environment to learn and live in.
- o The site's location, both on a highly frequent public transport route that affords easy and quick access to the University's teaching campus.
- o The development appears to provide a reasonable level of high-quality amenity and communal space.

Whilst the location and design of the proposal is broadly supported, there is no indication of the proposed rents that will be charged on completion of the development in 2025. The affordability of any new student accommodation in Manchester is important to the University; full support for the proposal would therefore be dependent on a reasonable rent profile.

Sport England - Objects as the proposal makes no contribution to formal sports facilities and recommends that sufficient community infrastructure for indoor and outdoor sports facilities are provided to support the increase in population.

Planning Casework Unit - No comments.

Greater Manchester Ecology Unit - Recommends conditions/informatives regarding the protection of bats and nesting birds, landscaping and measures to enhance biodiversity.

Work & Skills Team - Recommends a local labour condition.

Issues

Relevant National Policy

Core Strategy

The Core Strategy Development Plan Document 2012 -2027 was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), EC1 (Land for Employment and Economic Development), EC3 (The Regional Centre), CC1 (Primary Economic Development Focus (City Centre and Fringe), CC3 (Housing), CC5 (Transport), CC6 (City Centre High Density Development), CC7 (Mixed Use Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), H1 (Overall Housing Provision), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste), DM1 (Development Management) and DM2 (Aerodrome Safeguarding).

SO1. Spatial Principles – The development would be in a highly accessible location and reduce the need to travel by private car and would therefore support sustainable growth and help to halt climate change.

SO2. Economy – The scheme would provide jobs during construction and permanent employment in a highly accessible location. The student housing would be near to the universities and employment opportunities and would help to support the City's economic growth and performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO3 Housing – There would be a range of student accommodation in a highly accessible and sustainable location.

SO5. Transport – The development would be highly accessible reducing the need to travel by private car and make the most effective use of public transport. This would improve physical connectivity and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

SO6. Environment – The development would protect and enhance the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 Spatial Principles – The development would be highly sustainable and provide high quality residential and office accommodation close to economic and commercial development. It would be close to sustainable transport provision and maximise the potential of the City's transport infrastructure. It would enhance the built and natural environment and create a well-designed place that would both enhance and create character, re-use previously developed land and reduce the need to travel.

Policy EC1 (Land for Employment and Economic Development) - The proposal would support the City's economic performance by redeveloping a City Centre site and creating construction jobs. It would help to spread the benefits of growth across the City, helping to reduce economic, environmental and social disparities. The site is close to the City's transport infrastructure and the development would promote walking, cycling and public transport use. The City Centre is a key location for employment growth and jobs would be created during construction and in operational.

Policy EC3 (The Regional Centre) - High quality office floorspace would be delivered. The site is in an area for employment growth and is highly accessible. This would help to spread the benefits of growth across the City, help to reduce economic, environmental and social disparities and create inclusive sustainable communities. The site is connected to nearby transport infrastructure in an appropriate location for office development. It would maximise walking, cycling and public transport use.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) - The development would complement existing uses and is in accordance with the First Street SRF. This would be a high density, mixed use scheme that would provide active ground floor uses in addition to office accommodation.

Policy CC3 Housing – It is expected that at least 16,500 new homes will be provided in the City Centre up to 2027. This area is identified for residential development and would contribute to meeting the overall Core Strategy housing targets for the City Centre by providing PBSA that could free up housing for working households.

Policy CC5 Transport – The proposal would be accessible by a variety of modes of transport and would help to reduce carbon emissions and help to improve air quality.

Policy CC6 City Centre High Density Development – The proposals would be a high density development and involve an efficient use of land.

Policy CC7 Mixed Use Development - The proposals would include a mix of uses with commercial space. This would create activity and increase footfall. The commercial unit would provide services for workers, visitors and residents.

Policy CC8 Change and Renewal – This is a large scheme, which would improve the accessibility and legibility of the Centre.

Policy CC9 Design and Heritage – The buildings would have a high standard of design appropriate to their context. It would have minimal impact on the character

and appearance of the nearby Castlefield Conservation Area and on the settings of nearby listed buildings. This is set out in more detail later in the report.

Policy CC10 A Place for Everyone – The development would help to broaden the range of housing within the City Centre and would be accessible.

Policy H1 Overall Housing Provision - The development would provide PBSA in the City Centre and would help to create a mixed use community. It would contribute to the ambition of building 90% of new housing on brownfield sites.

Policy H12 Purpose Built Student Accommodation - the provision of new purpose built student accommodation will be supported where the development satisfies the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities.

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.
2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.
3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.
4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.
5. Proposals should be designed to be safe and secure for their users and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.
6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the streetscene either from the proposed development itself or when combined with existing accommodation.

7. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.

8. Consideration should be given to provision and management of waste disposal facilities that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage.

9. Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bedspaces.

10. Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.

The proposals are in accordance with this policy and this is discussed in detail below.

Policy T1 Sustainable Transport – The development would encourage a modal shift towards more sustainable forms. It would improve pedestrian routes and the pedestrian environment.

Policy T2 Accessible Areas of Opportunity and Need – The proposal would be accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The site has a negative impact and there is an opportunity to enhance its architectural and urban qualities. The design is of a good quality and would enhance the character of the area and the image of the City. It responds positively at street level, which would improve permeability. The positive aspects of the design are discussed in more detail below.

Policy EN2 Tall Buildings – The design would be of a high standard, be appropriately located, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits.

Policy EN3 Heritage - The quality and design would maintain the character and appearance of the Castlefield Conservation Area and would not have a detrimental impact on the settings of nearby listed buildings. This is discussed below.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN8 Adaptation to Climate Change - The energy statement sets out how the building could be adapted in relation to climate change.

Policy EN9 Green Infrastructure – There would be tree planting and rain gardens.

Policy EN14 Flood Risk – A Flood Risk Assessment has been prepared which is discussed in more detail below.

Policy EN15 Biodiversity and Geological Conservation – The development offers the opportunity to enhance fauna typically associated with residential areas such as breeding birds and roosting bats.

Policy EN16 Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

Policy EN17 Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN18 Contaminated Land and Ground Stability - A site investigation, which identifies possible risks arising from ground contamination has been prepared.

Policy EN19 Waste – The development would be consistent with the principles of waste hierarchy and the application is accompanied by a Waste Management Strategy.

Policy DM1 Development Management – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation , external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Policy DM2 Aerodrome Safeguarding – The development would not have a detrimental impact on the operational integrity or safety of Manchester Airport or Manchester Radar subject to conditions.

Saved Unitary Development Plan Policies

DC18.1 Conservation Areas – the character and appearance of the Castlefield Conservation Area would be maintained which is discussed in more detail below.

DC19.1 Listed Buildings – the proposal would not have a detrimental impact on the settings of listed buildings and is discussed in more detail below.

Policy DC20 Archaeology – The site has some archaeological interest which would be recorded through a scheme of investigation.

DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise and that it would be adequately insulated to protect the amenity of occupiers of the development. This is discussed in more detail later in this report.

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 7 & 8). Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan (para 11). Paragraphs 11 and 12 state that:

"For decision-taking this means: approving proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposal is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below.

Section 5 (Delivering a sufficient supply of homes) – The scheme would provide an efficient, high-density development that would bring student accommodation to a sustainable City Centre location. The scheme would provide a range of accommodation sizes and help to create a sustainable, inclusive and mixed community. Housing is required in Manchester as the city grows. The City Centre is the biggest source of jobs in the region and the homes would support the growing economy and help to create a vibrant, thriving and active community.

Section 6 - Building a strong and competitive economy – This high-quality scheme is in an area in need of further regeneration. It would create jobs during construction

and would complement the existing community. New residents would support the local economy through the use of facilities and services.

Section 7 - Ensuring the Vitality of Town Centres – The proposal would develop a key gateway site and would help to attract and retain a diverse labour market. It would provide offices within the City Centre in a location that is well connected and would therefore help to promote sustained economic growth. This would support Greater Manchester's growth objectives, delivering appropriate housing and offices and meeting the demands of a growing economy and population.

Section 8 (Promoting healthy and safe communities) – The development would facilitate social interaction and help to create a healthy, inclusive community. The provision of student housing would help to broaden the City Centre population and the development would help to integrate the site into the locality and increase levels of natural surveillance.

Section 9 (Promoting Sustainable Transport) – The proposal is in an accessible location close to the Deansgate tram and train interchange, Oxford Road Train Station and bus routes. This is a highly sustainable location and the development would contribute to wider sustainability and health objectives, giving people a choice about how they travel.

Section 11 (Making Effective Use of Land) – This high density development would provide homes, offices and other uses on a brownfield site and safeguard and improve the environment and ensure safe and healthy living conditions.

Section 12 (Achieving Well-Designed Places) - The proposal has been the subject of significant design consideration, consultation and evolution. The buildings and public realm would be of a high quality and would help to raise the standard of design within the area.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The site is highly sustainable and an Environmental Standards Statement demonstrates that the proposal would accord with principles that promote energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and in operation. The site is in Zone 1 with a low probability of flooding.

Section 15 (Conserving and enhancing the natural environment) – The submitted documents address issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would have no significant adverse impacts in respect of the natural environment subject to conditions.

Section 16 Conserving and Enhancing the Historic Environment - The proposal would not have an adverse impact on the character or appearance of Castlefield Conservation Area or on the settings of listed buildings and this is discussed in greater detail below.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007)

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Strategic Plan for Manchester City Centre 2015-2018

The Strategic Plan 2015-2018 seeks to shape the activity that will ensure the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England. It sets out the strategic action required to work towards achieving this over the period of the plan, updates the vision for the City Centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describes the partnerships in place to deliver those priorities.

The application site falls within the area designated as Great Jackson Street. This area will be transformed into a primarily residential neighbourhood, building on the opportunities provided by its adjacency to the city centre and surrounding developments such as First Street. The River Medlock will be utilised to create a distinct identity and sense of place, which will be attractive to new residents. The key priorities for this area are:

- Delivering the first phases of new residential accommodation.
- Ensuring effective linkages to neighbouring development areas, in particular First Street, and to Hulme, including Hulme Park.
- Ensuring high levels of environmental and energy management as part of the development.

The proposed development would be consistent with achieving these priorities.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed residential development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Manchester Housing Strategy 2022-2032

This seeks to deliver 36,000 new homes by 2032, including 10,000 affordable homes (some 28% of total delivery) and supports high density housing in the core of the conurbation. It sets out the need for residents (which includes students) to have

access to good quality accommodation across different types, tenures, and price ranges. The proposed development would go some way to contribute to achieving the above targets and growth priorities and would deliver 203 affordable rooms. The provision of affordable rooms is covered in more detail later in this report.

MCC Executive Committee Reports on PBSA

Further to an Executive report of November 2019 on Policy H12, the Council's Executive endorsed a report on PBSA in Manchester on 9 December 2020, following the outcome of a public consultation exercise with key stakeholders. The report was endorsed by the Executive to help guide the decision-making process in advance of a review of the Local Plan. It was requested by the Council's Executive that the report on PBSA in Manchester be considered as a material planning consideration until the Local Plan has been reviewed.

The report highlights the increasing number of international students choosing to live in the City Centre due to rising lifestyle expectations, property type and management. The limited number of PBSA schemes delivered has increased pressure on the traditional rental market, coupled at a time with an increasing demand for residential accommodation. These trends have contributed to increasing rental levels and high levels of council tax exemptions. The report states that a high-quality residential offer for students in appropriate locations is critical to enable Manchester's universities to attract and retain students in a global market and confirms that accommodation should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area. There is a need to provide balanced neighbourhoods that respond to all forms of housing need, including PBSA close to the universities. The need to provide accommodation at an affordable price was also noted. The City cannot allow affordability to impact on the ability to attract and retain students from a range of backgrounds, and/or prohibit them from living in areas close to the university campuses.

Great Jackson Street Development Framework

In October 2007, the Executive endorsed a regeneration framework for high quality and high density redevelopment, following public consultation with landowners, local residents, businesses and other key stakeholders, and requested the Planning and Highways Committee take the Development Framework into consideration when considering applications for planning permission, listed building consent and advertisement consent in the Great Jackson Street area. The Framework was updated in 2015 and again in January 2018, following public consultation. It forms a material consideration in the determination of planning applications. The overall aim of the framework is to create a high quality residential neighbourhood with high value homes that would support the growth of the economy. It would be possible to create a vibrant, safe, secure and sustainable community incorporating a range of dwelling types, providing an attractive place to live. This would be supported and underpinned by the creation of a high quality environment including areas of public space, shared/private amenity space and new pedestrian linkages and connections.

The proposed development would support the principles of the updated Framework and would bring an unsightly piece of land back into use, enhancing the area's profile.

The First Street Development Framework (FSDF)

First Street has been one of the City Council's key regeneration priorities for over a decade. The FSDF was endorsed by Manchester City Council in March 2011, published in 2012 and updated in 2015 and November 2018. An addendum to the 2018 version was endorsed in July 2020. The FSDF places a strong focus on creating a 'sense of place'. It recognises that First Street must become embedded within its wider neighbourhood and become a provider of facilities, services and accommodation for that wider neighbourhood, if it is to unlock its own potential and provide the stimulus for much wider physical regeneration activity in the years to come. The framework identified three distinct development areas, which incorporate the character zones First Street North, First Street Central and First Street South. The 2015 update extended the First Street Central area to include the sites on the west side of Medlock Street (which includes the application site) in order to integrate the area more fully with the areas around Knott Mill, as well as to create a clearer connection between the First Street area and the Great Jackson Street area to the west. The First Street Central area is the commercial heart of First Street, focused around large-floorplate Grade A office buildings.

The 2018 version of the FSDF updated the development principles for this area and recognised that First Street Central could deliver greater scale and density of office accommodation, up to 17-storeys in height, to meet the level of demand in the area and maximise its contribution to the City's economic growth. The First Street Development Framework – Addendum (2020) is to be read alongside the 2018 Development Framework and updates the development principles relating to the application site. It expects developments to support the City Council in achieving its 2038 Net Zero Carbon target; improve east-west and north-south connections within the area; and to be supported by a robust Green and Blue Infrastructure Statement. It provides critical urban design criteria for the application site.

The proposals have been developed to address the development and design principles set out in the FSDF and addendum and the planning application is broadly consistent with the updated Framework.

The Corridor Manchester Strategic Vision to 2025

The Corridor Manchester Partnership brings together Manchester City Council, the University of Manchester, Manchester Metropolitan University and the Central Manchester University Hospitals NHS Foundation Trust with the aim of generating further economic growth and investment in the knowledge economy for the benefit of the City Region.

Corridor Manchester is a strategically important economic contributor and a key growth area within the city. The Corridor Manchester Strategic Spatial represents a long term spatial plan for the Corridor based on recognition that there is an inadequate pipeline of space for businesses and institutions within the Corridor to

properly grow and realise their potential. This is evidently a constraint to the realisation of the Corridor Manchester vision. The Framework seeks to strengthen the Corridor as a place to live, visit and work for students and knowledge workers from across the world. The strategy recognises that for the area to continue to be successful there needs to be a focus on the development of a cohesive, inclusive area. The development programme plans to deliver over 4 million sq ft of high quality commercial, leisure, retail, and residential space.

Corridor Manchester already contains one of the largest higher-education campuses in the UK with nearly 70,000 students studying at the University of Manchester, Manchester Metropolitan University and the Northern College of Music. These educational institutions are world renowned and Manchester is recognised as a destination of choice for students across the globe.

Both the University of Manchester and Manchester Metropolitan University have put in place aspirational growth plans. This includes the University of Manchester's proposed £1 billion capital investment programme which seeks to deliver the 'world class estate' needed to support its 2020 vision to be one of the leading universities in the world by 2020. Manchester Metropolitan University has published a ten year Estates Strategy which outlines a series of strategic investment proposal to the value of c£300m to support its University Strategy. The Strategy notes that over the next five years, the number of students studying at MMU will grow by 10%. This concentration of students is very evidently a key part of the success of the Corridor. It underpins and supports the research activities of the educational institutions, whilst the large population living, working and spending time in the Corridor give the area its vibrancy and contribute significantly to its large economic output.

However, Manchester is operating in a highly competitive higher education market. The City must continue to look to enhance the student experience if it is to maintain its position on the world stage and realise its growth aspirations for the Corridor. This is a key objective of the investment plans outlined by the universities as, at present, the future success of Manchester as a student destination will, in part, underpin the realisation of the Council's aspirations for Corridor Manchester. This will require continued investment in the infrastructure which supports the student population and that ensures the student experience remains world renowned. This will include investment in educational facilities but also extends to transport infrastructure, retail and leisure facilities and, critically, high quality and accessible residential accommodation.

This is recognised by the Corridor Manchester Strategic Spatial Framework, which states that:

"The investment of the universities and their recognition as world class institutions will undoubtedly result in an increasingly greater student intake from outside the region and internationally. This will drive demand for new student residential accommodation within the Corridor, in locations that are within a reasonable walking distance to the heart of the universities, over the lifetime of the strategy. This will include an upgrade of existing stock that is reaching the end of its life as well as additional provision. New student accommodation must incorporate a range of price

points and be of a quality in terms of product, management and pastoral care that will safeguard the student experience, particularly for first year and overseas students”.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal includes a landscape scheme with tree planting and green roofs. It would improve pedestrian linkages through to the Great Jackson Street area and the River Medlock.

Castlefield Conservation Area Declaration

Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

Further development can take place that respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This approach leaves scope for innovation, provided that new proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers.

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city that will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) – This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these new targets.

The Zero Carbon Framework – This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are re-used and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) – This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps Greater Manchester will take to become energy-efficient, including investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide-ranging consultation.

The Manchester Climate Change Framework 2020-25 - An update on Manchester Climate Change was discussed at the MCC Executive on 12 February 2020. The report provides an update on the Tyndall Centre for Climate Change Research review of targets and an update on the development of a City-wide Manchester Climate Change Framework 2020-25. The City Council Executive formally adopted the framework on 11 March 2020.

The alignment of the proposals with the policy objectives set out above is detailed below.

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

S149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 ('The Regulations'). During the EIA process the applicant has considered an extensive range of potential environmental effects and it is considered that the issues that could give rise to significant impact are:

Socio-Economics;
Air Quality;
Noise and Vibration;
Wind Microclimate;
Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution;
Built Heritage;
Climate Change; and
Townscape and Visual Impact.

These issues are dealt with in detail further on in the report below.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

The Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. Manchester City Centre is the primary economic driver in the City Region and is crucial to its longer term economic

success. There is an important link between economic growth, regeneration and the provision of new residential development and further housing is required to fuel and complement on-going economic growth.

Development Frameworks have been endorsed for the First Street and Great Jackson Street areas to provide a context for the regeneration of large parts of the southern edge of the City Centre. The proposal would support and underpin this objective, enhancing the area's profile and build on the work that has been carried out. It would support the principal regeneration objective of First Street to create a major office destination and complement the nearby residential community. The proposal would develop a strategic site on the edge of the City's key regeneration areas and would help to transform a key entry point into the City.

The development of this previously developed brownfield site would provide offices and student housing in a highly sustainable well-connected location and would bring footfall into the area. This is a prominent site at a critical gateway to the City Centre and its development would help to integrate the southern part of the City Centre with the heart of the commercial core, building on developments at First Street and Great Jackson Street. To do this effectively, the site must provide a critical mass of development, which transforms people's perceptions of the area. The scale and mass are crucial to this.

The development would deliver 36,494sqm of Grade A office space in a sustainable and accessible location, adding to the supply of high quality office space in the City Centre and continuing the successful regeneration of First Street. The application is supported by an Office Need Assessment that considers the demand for additional office accommodation of the type proposed. This confirms:

- Take up of Grade A office space in the city remains above 500,000 sq ft per annum;
- There is less than 1 years' worth of supply of Grade A space currently available with between 6 – 7 years supply where the pipeline supply is taken into account. The current pipeline supply will therefore be fully occupied by 2028/29;
- This is a highly attractive location for occupiers having regard to its level of accessibility, its situation within the Oxford Road Corridor and range and number of facilities available nearby; and
- There is a low supply of buildings providing larger floorplates (20,000 sq ft +) relative to demand.

The proposal would therefore make a significant and important contribution to the continued need for office space in the City Centre in a popular location where businesses want to locate.

Manchester is the UK's fastest growing city and the city centre population is expanding. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires more homes. Providing the right quality and diversity of housing for the increasing population is critical to maintaining continued growth. Residential accommodation would be consistent with a number of the Greater Manchester Strategy's key growth priorities.

It would deliver accommodation to meet the demands of a growing economy and population, in a well-connected location, adjacent to the Universities and would promote sustained economic growth. The proposal would deliver good quality student accommodation and would complement the existing residential community in the area, as well as freeing up homes that could be used by working households.

In view of the above, the development would be in keeping with the objectives of the City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, CC8, CC10, EN1 and DM1.

Principle of Purpose Built Student Accommodation (PBSA) and compliance with Policy H12

Whilst the proposal would deliver key outcomes and objectives within the regeneration frameworks, consideration must be given to policy H12 'Purpose Built Student Accommodation' which outlines key criteria which should be addressed.

The site is close to both universities and would satisfy the requirements of point 1 of Policy H12.

This development would be energy efficient and achieve BREEAM very good, and include air source heat pumps and electric heating. An Energy Strategy Report makes a commitment to support the government's and local authority's policy on phasing out fossil fuels, future proofing the scheme to offer more carbon reduction towards net zero carbon. It is considered therefore that the proposal would meet the requirements of point 2 of Policy H12.

High density development would be consistent with the objectives of the First Street SRF and the Great Jackson Street SRF. The site is highly sustainable and close to a wide variety of amenities and services and public transport. The students are expected to have low levels of car ownership. There would be cycle parking provision and a Travel Plan and the proposal should not result in an increase in on-street parking. It is considered therefore that the proposal would meet the requirements of point 3 of Policy H12.

The development would have a beneficial impact on the area and improve the perception of the City at a key location and improve the vitality and safety of surrounding streets. The scheme would provide improved public realm and a flexible space on the ground floor of Block 2 that could be used as a community space for local residents. It is considered therefore that the proposal would meet the requirements of point 4 of Policy H12.

The development would improve safety and security, include management and security measures and would comply with the recommendations of the Crime Impact Statement. A condition would require Secured by Design accreditation. It is considered therefore that the proposal would meet the requirements of point 5 of Policy H12.

The design and layout has been influenced by surrounding development, pedestrian routes and physical features. The detailing would complement and add to the character and appearance of the area. The main entrance to the PBSA would be off a newly formed street, away from existing residents, and noise and disturbance would be minimised through the presence of on-site security and concierge. A management strategy implemented by CRM Students' (CRM), would include a 24/7 management and physical presence, plus management initiatives and community liaison. The building would be acoustically insulated and local residents would be provided with the contact details of the on-site management company. It is considered therefore that the proposal would meet the requirements of point 6 of Policy H12.

There are no listed buildings or other buildings with a particular heritage value nearby and point 7 of Policy H12 is not relevant.

A Waste Management Strategy confirms that the development has been designed in accordance with the waste hierarchy: prevention, reduction, re-use, recycling/composting, energy recovery and final disposal. It is considered therefore that the proposal would meet the requirements of point 8 of Policy H12.

The applicant has not entered into a formal agreement with a university or other provider. The UoM broadly supports the location and design subject to a reasonable rent profile. It is acknowledged that there is a need for additional PBSA in Manchester in appropriate locations. The application is supported by a Student Need Assessment (2022) which identifies that there has been significant growth in both UK (+27%) and non-UK (+43%) students over a 10-year period, and Manchester is now the UK's third largest Higher Education location by number of full-time students. The provision of additional PBSA could help to restrain rental growth. It is considered therefore that the proposal would meet the requirements of point 9 of Policy H12.

The PBSA would be delivered by Dominvs Group (part applicant), a student accommodation provider with a proven track record of delivering high quality and well-managed student accommodation across the UK. They have entered into an agreement to purchase the site, subject to the grant of planning permission and intend to construct the accommodation for occupation in the 2027 year, following three years of construction commencing in Q4 of 2023. They would develop the site and, through CRM Students, operate the accommodation. A full design and engineering has informed the design. A reputable and local contractor would be appointed with experience in proposals of this type and scale. It is considered therefore that the proposal would meet the requirements of point 10 of Policy H12.

Accommodation and Affordability

Providing the right quality and diversity of housing, including affordable homes, is critical to economic growth and regeneration to attract and retain a talented workforce and critical to increasing population to maintain the City's growth. The Executive Reports recognise that PBSA should include an affordable element and provide facilities that contribute to high levels of student well-being and pastoral care.

The applicant has agreed to provide 20% of units at affordable rates, the delivery of which should be secured through a S106 agreement.

The overall mix would include traditional 6-7-bed cluster bedroom flats, single bed studio flats and 2 and 3 shared facility cluster units ('twodios' and 'threedios'). Many rooms have en-suite shower rooms or shower rooms shared between 2-3 people. Studios would have their own kitchen facilities, whilst the other accommodation types would have shared kitchen and living spaces within the clusters. The room types have small double beds, desks for private study and storage space. Openable vent panels would provide natural ventilation. The building would provide a good level of amenity space, including residents' lounges, a private dining room, cinema room, games room, gym, yoga studios, meeting rooms, study spaces and external terraces.

Given the above, it is considered that the proposal would provide student housing to a good standard and would include housing at an affordable rate.

Tall Buildings Assessment

One of the main issues to consider is whether this is an appropriate site for tall buildings. The proposal has been assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in Historic England's published Advice Note 4 Tall Buildings (10 December 2015), which represents an update to the CABE and English Heritage Guidance published in 2007.

Design Issues, Relationship to Context and Impact on Historic Context

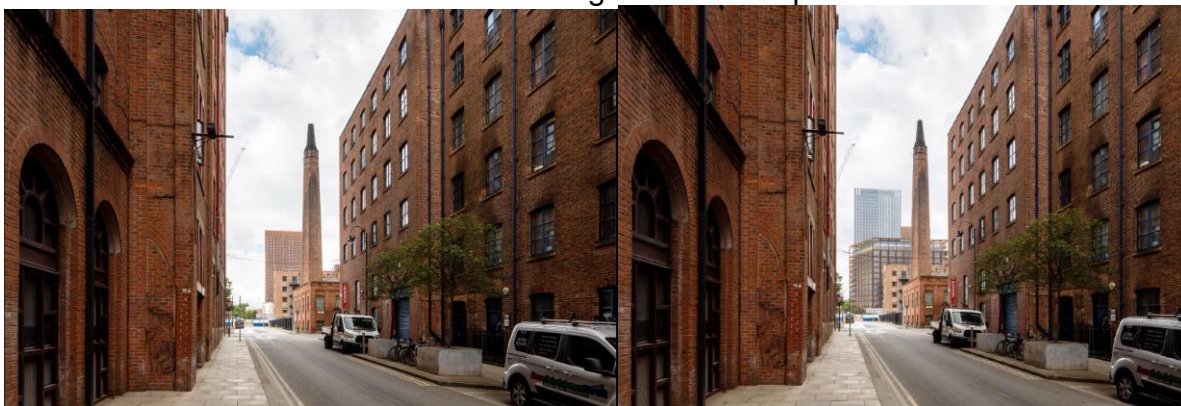
The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been considered.

Sections 66 and 72 of the Listed Building Act 1990 provide that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, and in determining planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 189 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets' importance, sufficient to understand the potential impact of the proposals on their significance. Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals.

A Heritage Statement and a Townscape and Visual Impact Assessment which includes cumulative impacts has been submitted. The main higher grade heritage assets, (including St Peters Square, Albert Square, the Town Hall (grade I), Town Hall Extension (grade II*) and Central Library (grade II*), Manchester Central (grade II*) and Liverpool Road Station (grade I) are some distance away, and the main

impact on them would be experienced in long views and upon the city skyline, with many views screened by other developments such as Deansgate Square and Axis.

The site is not in a conservation area and there are no heritage assets nearby. The Castlefield Conservation Area is approximately 400m away. The closest listed buildings are 260m away, and all are Grade II, including Chorlton New Mill and chimney, Chorlton Old Mill, Mill on North East corner of junction with Chester Street, Mill Chimney Stack on west side of Junction with Cambridge Street, Former Cotton Mill on west side of junction with Cambridge Street and Chatham Mill. The proposal would be clearly visible in views westwards but would not impede the experience of, or ability to appreciate, their industrial significance, individually or collectively, due to distance and orientation. The stepped form of the proposal would create depth, with the tower set back from Medlock Street. The simple expressed grid façade of Block A would reflect the brick of the listed buildings and their repetitive facades.



View of proposal from Hulme Street looking south west

Other listed buildings that could be affected include the Manchester South Junction and Altrincham Railway Viaduct; Rochdale Canal Locks 89, 90 and 91 and the Lock Keepers Cottage; Deansgate Station; the Former Congregational Chapel; the Bridgewater Canal Offices; the school house on Jacksons Crescent; and St Wilfrid's Church on Birchvale Close, all Grade II. Most of these buildings/structures and the conservation area are a significant distance away and have a limited, if any, visual relationship with the site due to existing buildings between them. The impact on heritage assets would be negligible and the proposal would not have a detrimental impact on the settings of listed buildings or conservation areas.



View from Deansgate/Castlefield Tram Stop



View looking south down Medlock Street

The Townscape and Visual Impact Assessment covers a 1km radius from the site with 20 different views considered. This demonstrates that the proposal would have some localised significant impacts when viewed from the immediate surroundings, from the adjacent smaller scale residential areas of Hulme and from the Mancunian Way. However, the impacts are considered to be beneficial as this would be a high quality development that would improve the area by redeveloping a site that has a negative impact. The proposal would create a positive landmark at an important gateway into the City Centre and enhance the City's skyline and have a positive effect on the townscape. From many views, the proposal would be seen within the context of other tall contemporary buildings within the area.



View looking north west from Mancunian Way/Medlock Street junction

Relationship to Transport Infrastructure

A Transport Statement concludes that the proposal would not have a material impact upon traffic and network capacity. The site is close to bus routes, Deansgate and

Oxford Road Stations and Metrolink at Deansgate-Castlefield. There are good pedestrian and cycle links and secure cycle storage facilities are provided with 284 for the offices and 434 for student. A Framework Travel Plan (TP) sets out a package of practical measures and a full travel plan should be a condition. A Student Accommodation Management Plan would control moving in and out with tenancy start dates spread across two weekends and tenants offered a 15 minute drop-off window following which vehicles would be directed to nearby public car parks. It is considered therefore that the site is in an optimum location for sustainable transport links and the development would encourage sustainable travel.

There are no objections to the proposal from an aviation safeguarding aspect subject to standard conditions.

Architectural Quality

The key factors to evaluate are the building's scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy policy on tall buildings seeks to ensure that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. It identifies sites within and immediately adjacent to the City Centre as being suitable for tall buildings.

The proposal is for a high quality tall building that would reinforce this gateway entry point to the city centre and would be consistent with the First Street SRF and the Great Jackson Street SRF. It would positively contribute to the group of nearby tall buildings including the Beetham Tower, Axis, Deansgate Square, Crown Street, Viadux, the Downing Student Tower and the tall buildings at First Street.

The development would respect the street pattern and would be outward looking. The location of the tower would minimise the impact of overshadowing on the City South apartments, with the 11 storey element being the closest to City South. The ground floor would follow the street frontages of River Street and Medlock Street with active frontages created by commercial units and the office reception.

High quality materials would emphasise the orientation, scale and context of the buildings. The PBSA building would be articulated as two primary forms through the use of an inset between the tower and the 11 storey element, which enhances the separation and helps to define them as distinct elements. The architectural expression of the office building has an external Corten steel structure, which would respond to the red brick that is predominant and traditional in Manchester buildings. It would have a tri-partite subdivision. The glazed curtain walling to the tower would give it a crisp, lightweight feeling to the elevations. A condition should require samples of materials and details of jointing and fixing, and a strategy for quality control.

Given the above, it is considered that the proposed development would result in high quality buildings that would be appropriate to their surroundings.

Sustainable Design and Construction

An Energy Strategy and an Environmental Standards Statement set out sustainability measures, including energy efficiency and environmental design. The proposal would utilise energy saving design, build, and construction, supporting the transition to a low carbon future and would re-use previously developed land. It would accord with the energy efficiency requirements and carbon dioxide emission reduction targets in Core Strategy Policies EN4 and EN6 and the Manchester Guide to Development Supplementary Planning Document criteria, and it would achieve a BREEAM rating of 'Very Good'. In accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied and it would achieve high levels of insulation in the building fabric and high specification energy efficiency measures. Given the above, it is considered that the design and construction would be sustainable.

Credibility of the Design

Tall buildings are expensive to build and the architectural quality must be maintained through procurement, detailed design and construction. The design has been subject to commercial review to ensure it remains commercially viable. One of the applicants, Dominvs, has experience of delivering a diverse range of housing developments and has five more PBSA schemes in the pipeline: two currently on site; and three minded to approve subject to S106 agreements. The viability of the scheme has been costed on the quality of scheme shown in the submitted drawings.

The design team have previous experience of delivering tall buildings in the City, including Axis, Oxygen and Gate & Stile and have recognised the high profile nature of the site and the requirement for design quality and architectural excellence. A significant amount of time has been spent developing the proposals and the scheme submitted to ensure that it can be constructed and delivered.

Contribution to Public Spaces and Facilities

The proposal would enhance the area, particularly along River Street, Medlock Street and Mancunian Way. There would be active frontages to River Street and Medlock Street. The public realm around the site would be enhanced, including the provision of a pocket park and the widening of footways on River Street and the inclusion of street trees and rain gardens. The proposal would integrate with the pedestrian improvement works that have taken place at the junction of Medlock Street and Mancunian Way, improving pedestrian connectivity from Hulme into the city centre.

The public realm areas would be predominantly hard landscaped with tree planting and rain gardens. The improved public routes would improve the pedestrian environment and encourage safe and sustainable pedestrian movement. There would be natural surveillance with active ground floor uses and the office and PBSA accommodation on the upper floors.

Effect on the Local Environment

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents. It includes the consideration of issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, night-time

appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

(a) Daylight, Sunlight and Overshadowing

The nature of high density City Centre developments means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way.

A daylight and sunlight analysis has been undertaken, which makes reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011) and BS8206 – Part 2:2008 Code of Practice for Daylighting.

The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is often inevitable.

The following properties have been considered due to their sensitivity and proximity to the site:

- City South apartments on River Street; and
- River Street Tower.

Daylight

The assessment has used the following methods to assess the impact of daylight: Vertical Sky Component (VSC) and No Sky Line (NSL). In order to achieve the daylight recommendations in the BRE guidance, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more. If the direct skylight to a room is reduced to less than 0.8 times its former value, this would be noticeable to the occupants. The BRE Guide recognises that different targets may be appropriate, depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of high density city centre as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It should be noted that the VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within city centre locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

The NSL method can be used where room layouts are known and is a measure of the distribution of daylight at the 'working plane' within a room. The 'working plane' means a horizontal 'desktop' plane 0.85m in height for residential properties. If a significant area of the working plane lies beyond the NSL (i.e. it receives no direct sky light), then the distribution of daylight in the room will be poor and supplementary

electric lighting may be required. The assessment has assumed layouts for rooms in surrounding properties where it was not been possible to obtain the room layouts.

The results should be interpreted in relation to the City Centre location where high density development is encouraged and deviations from the published BRE targets, which are based on suburban developments, are inevitable. 564 windows to 447 rooms were assessed for VSC and NSL for daylight with the impact as below.

City South Apartments - 119 windows to 79 rooms were assessed for daylight. For VSC, 47 (39%) windows meet the BRE criteria, 20 (17%) would be altered by 20-30%, 2 (2%) between 30-40%, and 50 (42%) in excess of 40%. For NSL, 62 (79%) rooms would meet the BRE criteria, 12 (15%) would experience an alteration between 20-30% and 5 (6%) between 30-40%. The property has low retained baseline daylight levels, which places a high burden on the proposal to maintain existing levels and means that relatively small changes in daylight levels represent large proportional changes. Rooms facing the site are typically single aspect with deep floorplates and several windows are beneath balconies, making the rooms/windows particularly sensitive. Forty five of the windows that do not meet the VSC targets and 73 of the rooms that do not meet the NSL targets are bedrooms, which the BRE Guide recognises as having a lesser requirement for daylight. The remaining windows serve 13 living kitchen diners. The overall effect on daylight to this property is therefore considered to be moderate adverse, but acceptable in the above context.

River Street Tower - 445 windows to 368 rooms were assessed for daylight. For VSC, 53 (12%) meet the BRE criteria, 10 (2%) would experience an alteration between 20-30%, 40 (9%) between 30-40% and 342 (77%) in excess of 40%. For NSL, 93 (25%) rooms would meet the BRE criteria, 21 (6%) would experience an alteration between 20-30%, 21 (6%) between 30-40% and the remaining 233 (63%) in excess of 40%.

A further assessment of the impact on River Street Tower has been undertaken using a building of equal size mirrored on the site boundary. Using this mirrored massing as the baseline, 256 (54%) windows would either achieve the BRE targets for VSC or be within 0.8 times of the value achieved with the proposal in place. For NSL daylight, 199 (57%) rooms would either achieve the BRE targets or be within 0.8 times of the value achieved with the proposal in place. This is considered to be a reasonable level of compliance given the context and location of the site.

River Street Tower is PBSA and student occupiers are transient and only occupy the building during term times. As such, they are less sensitive to changes in amenity than mainstream residential owner occupiers/renters. Most of the impact falls on student bedrooms, which have a lesser requirement for daylight. Overall, considering the above, the city centre location, the emerging height and density in the locality, assessment against the mirror baseline and the flexibility with which the BRE is intended to be used, the effect on daylight to this property, it is considered to be moderate adverse but acceptable.

Sunlight

The BRE Guide sets the following criteria:

- (a) Whether sunlight is enjoyed for at least 25% of the annual probable sunlight hours (APSH) throughout the year; and
- (b) Whether 5% of the annual probable sunlight hours would be received during the winter months (21st September – 21st March) (Winter PSH).

City South - 20 (61%) of 33 rooms assessed for APSH would meet the BRE criteria and 10 (30%) would experience alterations in excess of 40%. For winter PSH, 20 (61%) rooms would meet the BRE criteria, 1 (3%) room would experience alterations of 30%-40% and 6 (18%) rooms would experience alterations in excess of 40%. The effect on sunlight would be moderate adverse. Given the City Centre location and the fact that rooms within City South facing the site have overhanging balconies, which limit the availability of sunlight, the effects on sunlight are considered to be acceptable.

River Street Tower - There are no living rooms within River Street Tower that face the site or are within 90° of due south, therefore no sunlight assessment has been undertaken for this building.

Overshadowing

Five amenity areas in City South have been assessed for overshadowing using Sun Hours on Ground (SHOG). The assessment found that all amenity areas would meet the BRE criteria.

The above results for daylight, sunlight and overshadowing should be considered in the context of a site that has had low level buildings on it for years and buildings that overlook it have benefitted from conditions that are relatively unusual in a city centre context. Therefore, the baseline situation does not present the usual baseline situation that would be encountered in a city centre. These factors mean that it is inevitable that there would be a degree of obstruction to the levels of daylight and sunlight to the surrounding residential buildings.

There would be some impact on daylight and sunlight but overall, given the City Centre location and the context of the site, the impacts are not considered to be significant, do not require further mitigation and the impact of the proposal would be acceptable.

Overlooking

There are no prescribed separation distances between buildings in the City Centre where developments are denser and closer together than in suburban locations. The PBSA building is set in from the northern boundary to allow a c.25m separation distance from the City South apartments to the north, in line with the design principles of the First Street Framework. The separation distances are acceptable in the City Centre and the proposal would not have a detrimental impact in terms of overlooking on residential properties near the site.

Solar Glare

A Solar Glare Impact Assessment has assessed the impact of glare from the facades of the proposal on 23 road locations where car or lorry drivers could be affected based on a worst-case scenario, which includes assuming clear skies throughout the year. At 16 of these locations, the effect is considered to be minor adverse and not significant. This is because reflections occur within 30° of a road users' line of sight but beyond 10° or between 5° and 10° for a short period of time. Additionally, most of these locations comprise more than one viewpoint looking towards multiple signals where at least one viewpoint is unaffected.

At the remaining seven locations, reflections occur within 10° of a road user's line of sight. However, there are various mitigating factors that would reduce the impact at each location to minor adverse and not significant. These include:

- Four of the junctions are served by alternative traffic lights that could be used by drivers;
- Most potential reflections would occur above the driver's visor line, which would mitigate any effects when deployed;
- For many locations, main reflections below the visor line would occur outside peak traffic times and the reflections would occur in the early morning when the likelihood of the sun shining is less than 30%;
- Reflections from Block B would be broken up by non-reflective elements of the façade, such as a frit on the outer glazing surface;
- Reflections from Block A's southern façade would be broken up by the fixed shading devices incorporated as embedded mitigation;
- A number of trees would partially obstruct reflections occurring below the visor line for the location on Princess Road northbound;

Winter weather in Manchester often involves cloud cover, and the actual occurrences of glare would be rare. Solar reflections from the glazed facades of tall buildings are not unusual in many urban environments. Despite solar reflections, glazed facades on tall buildings are common in many cities around the world where clear skies are more frequent than those found in the United Kingdom, and the instances of solar glare found by the study should be viewed in this context. Given the above, it is considered that the proposed development would have an acceptable impact on solar glare and no further mitigation measures are considered to be necessary.

(b) Wind

A wind microclimate study using wind tunnel testing has assessed the impact of wind on the pedestrian environment and includes an assessment including future developments around the site.

The study acknowledges that there would be an impact on pedestrian safety and comfort, but the introduction of mitigation measures would create suitable conditions for existing and planned uses in and around the site. Mitigation measures include the introduction of a porous screen and tree planting to the south of the main entrance on the western façade of Block B and tree planting in and around the site. This would include street trees along the eastern side of Medlock Street and a Grampian condition should be attached to ensure that wind mitigation is secured in an acceptable manner.

Given the above, it is considered that, whilst it is likely that there would be some impact in terms of wind effects on the pedestrian environment around the development in terms of safety and comfort but that these effects are capable of mitigation to achieve acceptable conditions.

(c) Air Quality

The site is in an Air Quality Management Area (AQMA) and an Air Quality assessment has therefore assessed the impact of the development on air quality at construction and operation stages. The construction process is expected to produce dust and increased emissions. Any adverse impacts would be temporary and could be controlled using mitigation measures included within best practice guidance. Following completion and during operation, air quality impacts associated with vehicles travelling to and from the site are predicted to be negligible and not significant. A number of measures have been proposed to encourage the use of sustainable transport modes, manage vehicle flow and reduce pollution around the site, including the provision of a Travel Plan, provision of green infrastructure to absorb pollution and the provision of Electric Vehicle charging points for all car parking spaces. The air quality assessment has shown that pollutant concentrations are below the relevant air quality objectives and the potential for exposure of future occupants to poor air quality is negligible. Given the above, it is considered that the proposal would have an acceptable impact on air quality and would be suitable for the proposed uses.

(d) Noise and Vibration

The impact of the use on amenity through noise generation and from plant and equipment has been considered. An acoustic report outlines how the premises can be acoustically insulated to prevent unacceptable levels of noise breakout and to ensure adequate levels of acoustic insulation within the building. An overheating assessment has also been produced, which is considered to be acceptable. The acoustic measures should be controlled through a condition and a condition should be attached to require hours of operation for the external terrace areas to limit disturbance to occupiers and neighbouring residents. There would be a 24/7 management strategy to minimise any adverse impacts to the local area including a physical on-site presence, access to a national call centre for out-of-hours emergencies, a code of behaviour included within students' tenancy agreements and community liaison with local residents.

Given the above, it is considered that the proposal would not have an adverse impact through noise and vibration.

(e) TV reception

A baseline Television Reception Survey has been carried out, which shows that any interference to TV reception would most likely occur within a 'shadow' area to the south east. The proposal is not expected to have an impact on the reception of digital terrestrial television (DTT) services but may cause interference to digital satellite television reception in localised areas around the site along River Street,

Jordan Street and City Road East. It recommends the following mitigation solutions to restore the reception of affected television services, including:

- repositioning of the satellite dish to a different location without an obscured line-of-sight view to the serving satellites;
- the use of DTT receiving equipment if satellite dish relocation is not possible.

A condition requiring a post-construction survey and any mitigation measures should be attached to any permission to ensure that any mitigation measures are appropriately targeted. Given the above, it is considered that the proposal would not have a significant adverse impact on TV reception.

(f) Vehicle Movements

The impact of the proposals in terms of the highway network have been assessed and there are no highway objections in terms of highway safety. It is considered therefore that the proposed use would not have a significant impact on vehicle movements. As discussed above, the site is well located close to alternative transport means.

Contribution to Permeability

The contribution of the proposals to permeability, linkages on foot and, where appropriate, the opening up or closure of views to improve how a place can be easily understood and traversed, is an important planning consideration.

The proposal would include the provision of high quality public realm, which would provide a valuable amenity space, as well as improving the pedestrian environment for pedestrians gaining access to the pedestrian route under the Mancunian Way to Hulme, into the City Centre and from the Great Jackson Street area through to First Street. There would be active frontages to River Street and Medlock Street and the public realm which would increase activity and passive surveillance.

It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

Provision of a Well-Designed Environment

The high quality design would include a wide mix of accommodation sizes. Roof terraces and public realm would be provided. The public realm, which would be laid out to ensure accessibility for all ages and abilities. A condition requiring full details of public realm, including hard and soft landscape, lighting and furniture, which considers and promotes inclusive access (including older people and disabled people) should be attached to any permission.

In assessing the above criteria, it is considered that the applicant has thoroughly demonstrated that the proposals would satisfactorily meet the English Heritage and CABI guidance and that the proposals would provide a tall building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF, policies SP1, DM1,

EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

Waste and Recycling

Each block would have a waste storage at ground floor with provision for general waste and mixed recycling. The bin stores are adjacent to the shared service area between the buildings where collections would take place, with the building management overseeing the collections. The strategy is based on all waste being removed using a private contractor every two days and this should form part of a legal agreement to ensure no burden is placed on the local authority in the future.

Given the above, it is considered that the proposal is in accordance with policy DM1 of the Core Strategy.

Full access and Inclusive Design

The proposal would provide level access into and throughout the buildings and across the site. Eight accessible parking spaces would be provided within the site, 2 on Edge Street and 6 within the service area between the two blocks. The PBSA would provide 9 wheelchair accessible (WCA) studios and 127 larger studios which can be converted into additional WCA when required. This equates to 13% of all bedrooms which are either WCA studios or are capable of being converted into WCA studios. The proposal would therefore be consistent with sections 8 and 12 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

The proposal would bring additional vitality to the area. It would overlook all frontages and would enliven the street scene and help to provide natural surveillance of the public realm. The proposal would reduce opportunities for crime and the fear of crime, and is supported by a Crime Impact Statement carried out by Greater Manchester Police. The statement confirms support for the design approach and includes recommendations for detailed design measures to be incorporated into the final scheme. It is recommended a condition be attached to any approval requiring the development to achieve 'Secured by Design' accreditation.

In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Green and Blue Infrastructure

The proposal would create a pocket greenspace and rain gardens on River Street and enhance footways around the site. The scheme would improve the environment adjacent to the Mancunian Way and enhance the linkage between the site and the green infrastructure in Hulme and draw people to the extensive public realm being created at Great Jackson Street. Seventy-four trees would be planted at the site and the public realm with 31 removed. A financial contribution to plant 19 off-site trees would be secured via a S106 agreement. The proposal would increase the green

infrastructure, improve linkages to existing green infrastructure and improve access to open spaces and the River Medlock. It is therefore consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites and the trees and building have negligible bat roosting potential. The ecological report suggests measures to protect birds during the construction phase and recognises the opportunity to secure ecological enhancement for fauna such as insects, birds and bats. Conditions should be attached.

In view of the above the proposals are considered to be consistent with section 15 of the National Planning Policy Framework, and policies DM1, EN9 and EN15 Core Strategy.

Contaminated Land and Impact on Water Resources

Previous and current uses of the land lead to a low to moderate risk of potential soil and/or groundwater contamination. A condition requiring further investigation and adequate measures to be undertaken to prevent risks from contamination and requiring a verification report following completion of site works.

In view of the above, the proposals would be consistent with section 14 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

Flood Risk

The Environment Agency flood maps show that the site is in Flood Zones 1, which has a low probability of flooding. Given the low probability of flooding on the site it is considered that the proposed use is appropriate and would comply with NPPF guidance. A Drainage Strategy Report considers how surface water and sewer flooding would be managed and conditions should be attached requiring the implementation and maintenance of a sustainable drainage system.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 10 of the National Planning Policy Framework and Core Strategy policy EN14.

Summary of Climate Change Mitigation

Ecosystems and biodiversity help to regulate the climate. The external public and private realm would improve biodiversity and enhance wildlife habitats. Biodiversity would be enhanced by measures such as bat and bird boxes required via a planning condition.

The proposal would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy. An enhanced 'fabric-led' material specification, renewable energy generation plus high-quality design and

construction standards would improve the energy efficiency of the buildings. In accordance with Policies EN 4 and EN 6, the energy strategy would secure a 12.98% betterment over Building Regulations Part L1a 2021 for the PBSA building and 17.94% for the office building.

The buildings would utilise a full electric strategy, including low carbon heating, such as air source heat pumps. High performance thermal insulation would be provided throughout the building envelope (ensuring very low U-values for all heat loss elements) and thermally efficient windows and doors would minimise heat loss through the main building elements. Natural ventilation and thermal shading would reduce the need for electrically driven fans and cooling plant. Low energy and LED lighting would be used with demand operated controls such as PIR or microwave sensors. All goods and appliances would be highly energy efficient to reduce energy demand. Waste arising during construction and occupation/operation would be minimised.

The development would be highly accessible by sustainable modes of transport and would have limited parking with EVCs provided. There would be 718 cycle spaces, improvements to pedestrian access and the implementation of a Travel Plan. The Framework Travel Plan sets out measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

Overall the proposal includes measures that can be feasibly incorporated to mitigate climate change for a development of this scale in this location. The proposal would comply with policies relating to CO₂ reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework, the Climate Change and Low Emissions Plan, the Climate Change and Low Emissions Implementation Plan, the Manchester Climate Change Framework and the Green and Blue Infrastructure Strategy.

Response to Sport England Objection

There is no policy requirement to provide sports provision. The building would provide a good level of amenity space, including a gym and yoga studios, as well as external terraces. The site is close to Hulme Park, which provides opportunities for informal sport and recreation. It is close to informal recreation opportunities within the immediate area, including the public park at Crown Street, river walkways and canal towpaths, which would provide informal recreation. In addition, there are a number of gyms and leisure/sports centres that are within walking distance of the site, such as Manchester Aquatics, Sugden Sports Centre, YHA Manchester and Moss Side Leisure Centre.

Response to Neighbour Representations

It is considered that the majority of the grounds of objection have been addressed in the report. However, further comments are provided below:

Construction works – Construction would follow best practice and a Construction Management Plan would be conditioned.

Over-Development with lack of facilities – The Crown Street development would provide a medical facility and a public park within walking distance of the site. Hulme Park and other facilities within Hulme are also within walking distance.

Masterplans – The First Street and Great Jackson Street masterplans have been subject to public consultation and take account of the cumulative impact on existing residents within a City Centre context.

drivers / taxis ignore the one-way system on River St and create a hazard for motorists and pedestrians, this will become worse as the number of student residents increases.

Decrease in Property Values – This is not a planning consideration. However, the proposal would contribute to the regeneration of the area, creating a more attractive and desirable location.

Conclusion

The site is appropriate for tall buildings and the development would be high quality, at an important gateway site. A Development incorporating tall buildings with student and office accommodation would be consistent with national and local planning policy. The development would be well designed and of a high quality and it would promote a quality neighbourhood, economic development and sustainable travel patterns.

The student market is competitive, and Manchester must have an offer that is attractive to students and has the necessary infrastructure to attract them, including those from outside the UK. The proposed product is known to be attractive to international and post graduate students. It includes affordable accommodation that would help to diversify the offer. The provision of student accommodation should help to free up housing for the rest of the population. It would therefore assist in meeting housing need and in the promotion of sustained economic growth within the City.

The proposal would contribute to the supply of Grade A office accommodation, provide significant investment in the City Centre, thereby supporting the economy, and create both direct and indirect employment. Office development would be consistent with GM Strategy's key growth priorities to meet the demands of a growing economy and population, in a well-connected location within a major employment centre. There is an identified need for this use within the City Centre Strategic Plan and the First Street SRF. It would therefore assist in the promotion of sustained economic growth within the City.

The development would not have a significant detrimental impact on the settings of nearby listed buildings or the character and appearance of Castlefield Conservation Area. It has sought to minimise the potential for overlooking and loss of sunlight and daylight. The proposal would regenerate a site that does not currently contribute positively to the area and would improve the public realm and permeability within the area.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework and should be approved.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation **MINDED TO APPROVE subject to a legal agreement for the provision of on-site affordable accommodation, waste management to be provided by a private contractor and a financial contribution towards off site tree planting**

Article 35 Declaration

In assessing the merits of an application for planning permission officers seek to work with the applicant in a positive and pro-active manner to seeking solutions to problems arising in relation to dealing with the application. Planning officers have worked with the applicant to overcome problems relating to highways, wind mitigation, aviation safeguarding and amenity.

Conditions

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

100_MP_00_1000 Rev A Existing Site Location Plan
100_MP_00_1001 Existing Site Plan
100_MP_00_1100 Demolition Site Plan
100_MP_00_1200 Rev A Proposed Site Plan
100_MP_02_2200 Rev K Ground Floor Proposed Site Plan
100_MP_02_2201 Rev D First Floor Proposed Site Plan
100_MP_02_2238 Rev B Roof Plan Proposed Site Plan
100_MP_04_2200 Proposed Site Elevations North (River Street)
100_MP_04_2201 Rev C Proposed Site Elevations East (Medlock Street)
100_MP_04_2202 Rev F Proposed Site Elevations South (Mancunian Way)
100_MP_04_2203 Rev C Proposed Site Elevations West (Edge Street)
100_MP_05_2200 Rev D One Medlock Street Section AA

100_B1_02_2200 Rev E Block B Ground Floor GA Plan
100_B1_02_2200M Rev C Block B Mezzanine Floor GA Plan
100_B1_02_2201 Rev E Block B First Floor GA Plan
100_B1_02_2202 Rev C Block B 2nd-10th Floor GA Plan
100_B1_02_2211 Rev B Block B 11th Floor GA Plan
100_B1_02_2212 Rev B Block B 12th-17th, 19th-24th, 26th-36th Floor GA Plan
100_B1_02_2218 Rev B Block B 18th & 26th Floor GA Plan
100_B1_02_2237 Rev C Block B 37th Floor GA Plan
100_B1_02_2238 Rev B Block B Roof GA Plan
100_B1_04_2202 Rev E Proposed Elevation Block B East (Service Area)
100_B1_05_2200 Rev E Block B Section BB
100_B1_10_4201 Rev B Block B Bay Study 01 Long Tower Elevation
100_B1_10_4202 Rev C Block B Bay Study 02 Short Tower Elevation

100_B2_02_2199 Rev C Block A Basement GA Plan
100_B2_02_2200 Rev E Block A Ground Floor GA Plan
100_B2_02_2201 Rev D Block A First Floor GA Plan
100_B2_02_2202 Rev C Block A 2nd-11th Floor GA Plan
100_B2_02_2212 Rev C Block A 12th Floor GA Plan
100_B2_02_2213 Rev C Block A 13th Floor GA Plan
100_B2_02_2214 Rev C Block A Roof Plan GA
100_B2_04_2203 Rev E Proposed Elevation Block A West (Service Area)
100_B2_05_2201 Rev C Block A Section CC
100_B2_10_4200 Rev C Block A Bay Study 01, River Street
100_B2_10_4201 Rev C Block A Bay Study 02, Medlock Junction External Balcony
100_B2_10_4202 Block A Bay Study 03, Medlock Junction External Balcony

2072-PLA-XX-XX-DR-L-0011 Rev P02 Phasing Plan 01 - Office Building
2072-PLA-XX-XX-DR-L-0012 Rev P02 Phasing Plan 02 - PBSA Building
2071-PLA-XX-XX-DR-L-0003 Rev P06 Landscape Masterplan GA
2071-PLA-XX-XX-DR-L-1000 Rev P02 Hardworks
2071-PLA-XX-XX-DR-L-2000 Rev P03 Softworks
2072-PLA-XX-XX-DR-L-0017 Rev P01 Footpath Widths

5811-RAM-XX-XX-SK-D-0006 Rev P03 Proposed Drainage Strategy

5016684 RDG XX 00 SR ME 511000 P02 Mechanical & Electrical Services

Environmental Statement Non-Technical Summary dated November 2021;
Environmental Statement: Volume 1 dated November 2021;
Environmental Statement: Volume 2 dated October 2021;
Environmental Statement: Volume 3 Townscape and Visual Impact Assessment;
Environmental Statement: Volume 4 Appendices;

Wind Microclimate Report ref: 0900171rep5v4 dated 14 October 2022 by Arcaero;
Design and Access Statement Issue No. 05 dated 24/11/22 by Jon Matthews Architects

Planning & Tall Building Statement DOMM3002 Turley
Archaeological Desk Based Assessment SA/2019/46 University of Salford
BREEAM Preassessment Report October 2022 Ridge
Biodiversity Net Gain Assessment by Greengage Report Ref: 551267cm01Sept22DV01_BIA dated October 2022
Preliminary Ecological Appraisal by Greengage dated September 2022
Broadband Connectivity Assessment Issue: 1.0 GTech Surveys
Circular Economy Statement DOMM3002 Turley
Contaminated Land Interpretative Report 5811-RAM-XX-XX-RP-YE-00002 Ramboll
Contaminated Land Desk Study 5811-RAM-XX-XX-RP-YE-0001 Ramboll
Crime Impact Statement 2019/0490/CIS/03 Greater Manchester Police
Energy Strategy Report 18.10.2022 Ridge
Environmental Standards Statement October 2022 Ridge
Fire Strategy Statement FS 001.1 Design Fire Consultants
Combined Flood Risk and Drainage Strategy 5811-RAM-XX-XX-RP-D-0001 Ramboll
Geo-Environmental Factual Report MAN.160.001.GE.R.001.A Enzygo
Outline Construction Management Plan One Medlock Street Cumming
Socio-Economic Regeneration Impact Statement DOMM3002 Turley
Student Accommodation Management Plan One Medlock Street CRM
Arboricultural Impact Assessment Version 1 Amenity Tree Care
Tree Survey and Constraints Report One Medlock Street Amenity Tree Care
Television and Radio Reception Impact Assessment Issue 1.0 GTech Surveys
Ventilation Strategy Report October 2022 Ridge
Waste & Servicing Strategy Ref: VN91290 dated October 2022 by Vectos
Green and Blue Infrastructure Strategy 2071-ID-000-09-02 Planit I.E
Geotechnical Interpretative Report 5811-RAM-XX-XX-RP-GE-0001 Ramboll
Framework Travel Plan VN91290 Vectos
Transport Assessment VN91290 Vectos
Local Labour Agreement Dominvs
AVO Assessment dated 30/03/2023 by Cundall

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Core Strategy.

3) No works to trees or shrubs shall occur or demolition commence during the main bird breeding season between 1 March and 31 August inclusive in any year, unless a competent suitably experienced ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are

appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to and agreed in writing by the City Council as local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

4) The window(s) at ground level, fronting onto River Street, Edge Street and Medlock Street shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

5) No externally mounted telecommunications equipment shall be mounted on any part of the development including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

6) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

7) The development hereby approved shall include for full disabled access to be provided to the public realm and via the main entrances to the buildings and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

8) External doors shall not open outwards.

Reason - In the interests of pedestrian safety, pursuant to Policy DM1 of the Core Strategy.

9) a) Prior to the commencement of development within the Block A phase, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to that phase shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks, which in the written opinion of the Local Planning Authority require further investigation, the Phase shall

not commence until a scheme for the investigation and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the Local Planning Authority.

The measures for investigating the site Phase identified in the Site Investigation Proposal shall be carried out, before the Phase commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy), which shall be submitted to and approved in writing by the Local Planning Authority.

b) When the development within the Block A phase commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development phase is occupied, then development shall cease and/or the development phase shall not be occupied until a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

10) Prior to the commencement of development in the Block A phase, with the exception of site clearance and demolition, a programme of archaeological works shall be undertaken in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved in writing by the City Council as local planning authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording that includes:
 - archaeological evaluation trenching;
 - pending the results of the above, a targeted open-area excavation (subject to a revised WSI).
2. A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.

5. Provision for archive deposition of the report and records of the site investigation.

6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

11) a) Prior to first occupation of the offices, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for the operation elements of the office development shall be submitted to and approved in writing by the Local Planning Authority. The approved document shall be implemented as part of the occupation phase of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships;
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal;
- and
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within six months of the first occupation of the development, details of the results of the scheme shall be submitted for consideration.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

12) a) Prior to the commencement of the Block A phase, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for the construction phase of Block A shall be submitted to and approved in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction phase of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships;
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal;
- and
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within one month of the first occupation of Block A, details of the results of the scheme shall be submitted for consideration.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

13) Prior to the commencement of development within the Block A phase, a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Phasing and quantification / classification of vehicular activity associated with planned construction with commentary on types and frequency of vehicular demands;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff; and
- *Sheeting over of construction vehicles;

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy.

14) Prior to the commencement of development within the Block A phase, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

15) a) Prior to the commencement of development of the Block A phase, with the exception of site clearance and demolition, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- i. baseline samples and specifications of all materials to be used on all external elevations;
- ii. drawings to illustrate details of full sized sample panels that will be produced in line with an agreed programme: and
- iii. a programme for the production of the full sized sample panels and for a strategy for quality control management.

The panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of any external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames.

b) The sample panels and quality control management strategy shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme and drawings as agreed above.

The development shall be carried out in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

16) Prior to the commencement of development of Block A phase, with the exception of site clearance and demolition, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (v) Details of boundary treatments, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;
- (vi) Details of the proposed street furniture including seating, bins and lighting;
- (vii) Details of any external steps and handrails;
- (viii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance;
- (ix) All the features required for wind mitigation as set out in the Wind Microclimate Report dated 14 October 2022 by Arcaero (Environmental Statement Volume 4 Appendix E);
- (x) A site layout plan showing all pedestrian routes within the site being a minimum width of 1.8m.

b. The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

17) No development within the Block A phase shall take place, with the exception of site clearance and demolition, until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. In order to avoid/dischage the above drainage condition the following additional information has to be provided:

i. An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;

ii. A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);

iii. A finalised drainage layout showing all components, outfalls, levels (including proposed ground and finished floor levels in AOD) and connectivity. Locations of drainage components must demonstrate that they can be maintained for the lifetime of the development.

iv. Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment The following rates are acceptable to the LLFA: "proposed development discharge rates" in Table 8.1 of One Medlock Street Combined Flood Risk & Drainage Strategy (Document Number 5811-RAM-XX-XX-RP-D-0001).

v. The FRA shall be updated to include an assessment of groundwater flood risk to the basement levels informed by site investigations. Details of any proposed resistance/resilience measures where required;

vi. Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same

event, but never to exceed the runoff volume from the development site prior to redevelopment;

vii. Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;

viii. Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

ix. Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and connection points will suffice.

Incorporate mitigation measures to manage the risk of sewer surcharge where applicable.

x. Where diversions of the public sewer are proposed, agreement in principle to the proposed diversion and easements from United Utilities is required. An email of acceptance of proposed diversion and easement layout will suffice.

xi. Hydraulic calculation of the proposed drainage system;

xii. Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

18) No development within the Block A phase shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented before first occupation of Block A and thereafter managed and maintained in accordance with the approved details. Those details shall include:

a. Verification report providing photographic evidence of construction as per design drawings;

b. As built construction drawings if different from design construction drawings;

c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14.

19) Prior to the commencement of development within the Block A phase, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority.

a) Measure the existing television signal reception within the potential impact areas identified in the Television and Radio Reception Impact Assessment Issue 1.0 by GTech Surveys before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

20) No construction shall commence within the Block A phase, with the exception of site clearance and demolition, until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), has been agreed with the Operator(2) and approved in writing by the City Council as Local Planning Authority.

(1)'Radar Mitigation Scheme' or 'Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15

7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

21) No development in the Block A phase shall be carried out above 30 metres above ground level unless and until the Radar Mitigation Scheme (RMS)(1) approved by the Operator(2) has been fully implemented and the development shall thereafter be operated fully in accordance with the approved Scheme.

(1)'Radar Mitigation Scheme' or 'Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

22) The development within the Block A phase shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location.

Prior to first occupation of the development within the Block A phase, a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

23) No part of the site outside the building within the Block A phase shall be used other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside the building.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

24) a) Prior to first occupation of the Block A phase, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

b) Prior to first occupation of the Block A phase, a verification report to validate that the work undertaken throughout Phase 1 of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

25) Prior to first occupation of Block A hereby approved, the following air quality mitigation measures shall be fully implemented and shall remain in situ whilst the development is in operation:

- a. provision of a Travel Plan to encourage sustainable modes of transport to and from the development;
- b. provision of green infrastructure throughout the development site to absorb pollution and increase deposition rates; and
- c. provision of Electric Vehicle (EV) charging points for all car parking spaces within the development.

Verification of the implementation of the above measures shall be submitted to and approved in writing by the City Council as local planning authority prior to first occupation of Block A.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

26) The Waste & Servicing Strategy Ref: VN91290 dated October 2022 by Vectos relating to the Block A phase of the development shall be implemented as part of the

Block A phase of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

27) During the operational phase of Block A, no loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,
10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

28) a. External lighting within the Block A phase of the development shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority prior to installation of the lighting.

b. Prior to occupation of the Block A phase of the development a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria and timescales for implementation.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

29) The ground floor commercial unit within Block A shall not be occupied unless and until the opening hours of the proposed use have been agreed in writing by the City Council as local planning authority. That use thereafter shall not open outside the approved hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

30) Fumes, vapours and odours shall be extracted and discharged from any hot food use of the ground floor commercial unit within Block A in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Any works approved shall be implemented in full before the use commences.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

31) Development within the Block A phase hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement 2019/0490/CIS/03 by Greater Manchester Police, as relevant to that phase. No building within the Block A phase shall be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation relating to that phase.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

32) No part of the Block A phase of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

33) No part of the Block A phase of the development shall be occupied unless and until the 8 car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

34) The wind mitigation measures set out in the Wind Microclimate Report ref: 0900171rep5v4 dated 14 October 2022 by Arcaero within Volume 4 of the Environmental Statement as amended by drawing number 2071-PLA-XX-XX-DR-L-0003 Rev P06 Landscape Masterplan GA shall be implemented in full before first occupation of the Block A phase of the development.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

35) a) Before first occupation of the Block A phase of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective.

b) Within six months of first occupation of the Block A phase of the development, the results of the monitoring and review processes shall be submitted in writing to the

local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented.

The Travel Plan approved above shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

36) a) Prior to first occupation of the Block A phase of the development, a scheme of highway works shall be submitted to and approved in writing by the City Council as Local Planning Authority and shall include the following:

- i) A signalised pedestrian crossing providing access across Medlock Street, unless already installed by a third party;
- ii) The relocation of parking bays on River Street and widening of pavements;
- iii) The street tree planting along Medlock Street and River Street;
- iv) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements adjacent to the site and for the areas between the pavement and the line of the proposed buildings;
- v) Reinstatement of redundant access points as continuous footway
- vi) Provision of tactile paving and dropped kerbs at junctions serving the site;
- vii) Details of the shared-surface design in the vicinity of the proposed vehicular egress junction from the site;
- viii) A visibility-splay assessment of the proposed vehicular egress junction from the site;
- ix) Demarcation of cycle lanes on the highway within the site;
- x) Physical delineation of the extent of the adopted highway within the site (for example, through the use of brass studs within the ground).

b) The highway works approved under part a) of this condition shall be implemented in accordance with the approved details prior to any part of the development first being occupied and shall be retained thereafter.

Reason - To ensure provision of an adequate pedestrian and vehicular environment in the vicinity of the application site in the interests of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

37) Vehicular access to the Block A phase of the development for servicing, disabled parking, emergency and drop-off/pick-up vehicles shall take place in accordance with details to be submitted to and approved in writing by the City Council as local planning authority prior to the development within the Block A phase commencing (with the exception of site clearance and demolition works).

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

38) Before first occupation of the Block A phase of the development, a signage strategy for that phase shall be submitted to and agreed in writing by the City Council as local planning authority. All signage displayed at the property shall accord with the approved details.

Reason - In the interests of visual amenity to enable careful attention to signage details and the level of visual clutter is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

39) The offices hereby approved as part of Block A shall be used only as offices to carry out any operational or administrative functions as set out under part (g)(i) of Use Class E and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1995 as amended, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for office purposes.

40) The commercial unit hereby approved as part of Block A shall be used only for purposes set out under parts (a), (b), (c) and (e) of Use Class E and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1995 as amended, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for office purposes.

41) a) Prior to the commencement of development within the Block B phase, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to that phase shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks, which in the written opinion of the Local Planning Authority require further investigation, the Phase shall not commence until a scheme for the investigation and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the Local Planning Authority.

The measures for investigating the site phase identified in the Site Investigation Proposal shall be carried out, before the Phase commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site

Investigation Report and/or Remediation Strategy), which shall be submitted to and approved in writing by the Local Planning Authority.

b) When the development within the Block B phase commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development phase is occupied, then development shall cease and/or the development phase shall not be occupied until a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

42) Prior to the commencement of development in the Block B phase, with the exception of site clearance and demolition, a programme of archaeological works shall be undertaken in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved in writing by the City Council as local planning authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording that includes:
 - archaeological evaluation trenching;
 - pending the results of the above, a targeted open-area excavation (subject to a revised WSI).
2. A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

43) a) Prior to first occupation of Block B, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for the operation elements of Block B shall be submitted to and approved in writing by the Local Planning Authority. The approved document shall be implemented as part of the occupation phase of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships;
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal; and
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within six months of the first occupation of Block B, details of the results of the scheme shall be submitted for consideration.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

44) a) Prior to the commencement of the Block B phase, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for the construction phase of Block B shall be submitted to and approved in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction phase of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships;
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal; and
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

(b) Within one month of the first occupation of Block B, details of the results of the scheme shall be submitted for consideration.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

45) Prior to the commencement of development within the Block B phase, a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Phasing and quantification / classification of vehicular activity associated with planned construction with commentary on types and frequency of vehicular demands;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff; and
- *Sheeting over of construction vehicles;

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy.

46) Prior to the commencement of development within the Block B phase, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

47) a) Prior to the commencement of development of the Block B phase, with the exception of site clearance and demolition, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- i. baseline samples and specifications of all materials to be used on all external elevations;
- ii. drawings to illustrate details of full sized sample panels that will be produced in line with an agreed programme: and
- iii. a programme for the production of the full sized sample panels and for a strategy for quality control management.

The panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of any external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames.

b) The sample panels and quality control management strategy shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme and drawings as agreed above.

The development shall be carried out in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

48) Prior to the commencement of development of the Block B phase, with the exception of site clearance and demolition, final details of the proposed art wall shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

49) Prior to the commencement of development of Block B and its phase, with the exception of site clearance and demolition, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (v) Details of boundary treatments, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;
- (vi) Details of the proposed street furniture including seating, bins and lighting;
- (vii) Details of any external steps and handrails;
- (viii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance.

(ix) All the features required for wind mitigation as set out in the Wind Microclimate Report dated 14 October 2022 by Arcaero (Environmental Statement Volume 4 Appendix E);

(x) A site layout plan showing all pedestrian routes within the site being a minimum width of 1.8m.

b. The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

50) No development within the Block B phase shall take place, with the exception of site clearance and demolition, until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. In order to avoid/dischage the above drainage condition the following additional information has to be provided:

i. An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;

ii. A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);

iii. A finalised drainage layout showing all components, outfalls, levels (including proposed ground and finished floor levels in AOD) and connectivity. Locations of drainage components must demonstrate that they can be maintained for the lifetime of the development.

iv. Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment The following rates are acceptable to the LLFA: "proposed development discharge rates" in Table 8.1 of One Medlock Street Combined Flood Risk & Drainage Strategy (Document Number 5811-RAM-XX-XX-RP-D-0001).

- v. The FRA shall be updated to include an assessment of groundwater flood risk to the basement levels informed by site investigations. Details of any proposed resistance/resilience measures where required;
- vi. Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- vii. Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;
- viii. Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- ix. Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and connection points will suffice.
Incorporate mitigation measures to manage the risk of sewer surcharge where applicable.
- x. Where diversions of the public sewer are proposed, agreement in principle to the proposed diversion and easements from United Utilities is required. An email of acceptance of proposed diversion and easement layout will suffice.
- xi. Hydraulic calculation of the proposed drainage system;
- xii. Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

51) No development within the Block B phase shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented before first occupation of Block A and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- a. Verification report providing photographic evidence of construction as per design drawings;

b. As built construction drawings if different from design construction drawings;

c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14.

52) Prior to the commencement of development within the Block B phase, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority.

a) Measure the existing television signal reception within the potential impact areas identified in the Television and Radio Reception Impact Assessment Issue 1.0 by GTech Surveys before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

53) No construction shall commence within the Block B phase, with the exception of site clearance and demolition, until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), has been agreed with the Operator(2) and approved in writing by the City Council as Local Planning Authority.

(1)'Radar Mitigation Scheme' or 'Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

54) The development within the Block B phase shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location.

Prior to first occupation of the development within the Block B phase, a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

55) a. Notwithstanding the approved details, prior to the commencement of the Block B phase of development, a scheme for acoustically insulating the proposed student accommodation against noise from Medlock Street and Mancunian Way shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied. Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall

be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole building ventilation):

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

Gardens and terraces (daytime) 55 dB LAeq.

Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating requirement.

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB.

b. The approved noise insulation scheme shall be completed and a post-completion verification report (including validation that the work undertaken throughout the development conforms to the recommendations and requirements of the acoustic report approved under part a. above and including the results of post-completion testing to confirm that the internal noise criteria have been met) shall be submitted to and approved in writing by the City Council as local planning authority before any of the dwelling units are first occupied. Any instances of non-conformity with the approved acoustic report shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria. Those measures shall be implemented in full before any of the dwelling units are first occupied.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

56) No part of the site outside the building within the Block B phase shall be used other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside the building.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

57) a) Prior to first occupation of the Block B phase, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

b) Prior to first occupation of the Block B phase, a verification report to validate that the work undertaken throughout Phase 1 of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

58) The mitigation measures set out in Chapter 6 'Air Quality' of the Environmental Statement and the email from Jennifer Chatfield dated 28 January 2022 and relating to Phase 2 of the development shall be carried out in full prior to first occupation of Phase 2 of the development and shall remain in situ whilst the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

59) The Waste & Servicing Strategy Ref: VN91290 dated October 2022 by Vectos relating to the Block B phase of the development shall be implemented as part of the Block B phase of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

60) During the operational phase of Block B, no loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,
10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

61) a. External lighting within the Block B phase of the development shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority prior to installation of the lighting.

b. Prior to occupation of the Block B phase of the development a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include post completion testing to confirm that acceptable criteria

have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria and timescales for implementation.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

62) The ground floor commercial/community use unit within Block B shall not be occupied unless and until the opening hours of the proposed use have been agreed in writing by the City Council as local planning authority. That use thereafter shall not open outside the approved hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

63) Development within the Block B phase hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement 2019/0490/CIS/03 by Greater Manchester Police, as relevant to that phase. No building within the Block B phase shall be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation relating to that phase.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

64) Fumes, vapours and odours shall be extracted and discharged from any hot food use of the ground floor commercial unit within Block B in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Any works approved shall be implemented in full before the use commences.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

65) No part of the Block B phase of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

66) No part of the Block B phase of the development shall be occupied unless and until the 8 car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

67) The wind mitigation measures set out in the Wind Microclimate Report ref: 0900171rep5v4 dated 14 October 2022 by Arcaero within Volume 4 of the Environmental Statement as amended by drawing number 2071-PLA-XX-XX-DR-L-0003 Rev P06 Landscape Masterplan GA shall be implemented in full before first occupation of the Block B phase of the development.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

68) a) Before first occupation of the Block B phase of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective.

b) Within six months of first occupation of the Block B phase of the development, the results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented.

The Travel Plan approved above shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

69) a) Prior to first occupation of the Block B phase of the development, a scheme of highway works shall be submitted to and approved in writing by the City Council as Local Planning Authority and shall include the following:

- i) A signalised pedestrian crossing providing access across Medlock Street, unless already installed by a third party;
- ii) The relocation of parking bays on River Street and widening of pavements;
- iii) The street tree planting along Medlock Street and River Street;
- iv) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements adjacent to the site and for the areas between the pavement and the line of the proposed buildings;
- v) Reinstatement of redundant access points as continuous footway
- vi) Provision of tactile paving and dropped kerbs at junctions serving the site;
- ix) Demarcation of cycle lanes on the highway within the site;

x) Physical delineation of the extent of the adopted highway within the site (for example, through the use of brass studs within the ground).

b) The highway works approved under part a) of this condition shall be implemented in accordance with the approved details prior to any part of the development first being occupied and shall be retained thereafter.

Reason - To ensure provision of an adequate pedestrian and vehicular environment in the vicinity of the application site in the interests of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

70) Vehicular access to the Block B phase of the development for servicing, disabled parking, emergency and drop-off/pick-up vehicles shall take place in accordance with details to be submitted to and approved in writing by the City Council as local planning authority prior to the development within the Block B phase commencing (with the exception of site clearance and demolition works).

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

71) The commercial unit hereby approved as part of Block B shall be used only for purposes set out under parts (a), (b), (c) and (e) of Use Class E and parts 1a, 1d, 1e and 2b of Use Class F and for no other purpose (including any other purpose in Classes E or F of the Schedule to the Town and Country Planning (Use Classes) Order 1995 as amended, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for office purposes.

72) Before first occupation of the student accommodation within Block B, a vehicular access strategy relating to students moving in and out of accommodation, which shall include details of loading and unloading arrangements at the site, shall be submitted to and agreed in writing by the City Council as local planning authority. Vehicular access for students moving in and out of accommodation shall take place thereafter in accordance with the approved strategy.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

73) The student accommodation hereby permitted shall operate in accordance with a Resident Management Strategy (RMS) that has been submitted to and approved in writing by the local planning authority before first occupation of the development.

Reason - In the interests of highway safety and the protection of residential amenity pursuant to policy DM1 of the Core Strategy.

74) Before first occupation of the Block B phase of the development, a signage strategy for that phase shall be submitted to and agreed in writing by the City Council as local planning authority. All signage displayed at the property shall accord with the approved details.

Reason - In the interests of visual amenity to enable careful attention to signage details and the level of visual clutter is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

Informatives

1) Bats

Whilst the building to be demolished has been assessed as negligible risk for bats, the applicant is reminded that, under the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019, it is an offence to disturb, harm or kill bats. If a bat is found during demolition, all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s).

2) Obstacle Lighting

The applicant's attention is drawn to the advice on the potential need to provide obstacle lighting on tall buildings. Further advice can be found here: <https://www.caa.co.uk/commercial-industry/airspace/event-and-obstacle-notification/lighting-and-marking-of-obstacles/>

3) The applicant's attention is drawn to the procedures for crane and tall equipment notifications. Please see: <https://www.caa.co.uk/commercial-industry/airspace/event-and-obstacle-notification/crane-notification/>

4) Construction Hours

Construction works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 07:30 to 18:00
Saturday: 08:30 to 14:00
Sunday / Bank holidays: No work

5) Network Resilience

The applicant is advised that any requirements for licensing, hoarding, scaffolding or any associated temporary traffic management arrangements will need discussion and agreement with Manchester City Council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

6) Basement Excavations Adjacent to the Highway

Should there be any basement excavations proposed adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is advised to contact highways.structures@manchester.gov.uk.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 135419/FO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
City Centre Renegeration
Environment & Operations (Refuse & Sustainability)
Oliver West (Sustainable Travel)
Strategic Development Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
United Utilities Water PLC
Canal & River Trust
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Greater Manchester Archaeological Advisory Service
National Air Traffic Safety (NATS)
Civil Aviation Authority
Natural England
Manchester Metropolitan University
University Of Manchester
Sport England
Planning Casework Unit
Heritage & Urban Design
Greater Manchester Ecology Unit
Work & Skills Team
Greater Manchester Pedestrians Society**

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services
Environmental Health
MCC Flood Risk Management
Historic England (North West)
Environment Agency
Transport For Greater Manchester
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Greater Manchester Archaeological Advisory Service
National Air Traffic Safety (NATS)
Natural England
University Of Manchester
Sport England
Planning Casework Unit
Greater Manchester Ecology Unit
Work & Skills Team

Relevant Contact Officer : Lucy Harrison
Telephone number : 0161 234 5795
Email : lucy.harrison@manchester.gov.uk

